



PROJECT EXECUTIVE SUMMARY GEF COUNCIL WORK PROGRAM SUBMISSION

AGENCY'S PROJECT ID:

COUNTRY: Regional: Belize, Guatemala, and Honduras

PROJECT TITLE: Environmental Protection and Maritime Transport Pollution Control in the Gulf of Honduras

GEF AGENCY: Inter-American Development Bank

OTHER EXECUTING AGENCY(IES):

DURATION: Five years

GEF FOCAL AREA: International Waters

GEF OPERATIONAL PROGRAM: OP #10: Contaminant-based program (land-based and ship-based contaminants)

GEF STRATEGIC PRIORITY: Undertake innovative demonstrations for reducing contaminants and addressing water scarcity

Expand global coverage with capacity building foundational work

ESTIMATED STARTING DATE: February 2005

IA FEE: US\$436,800

CONTRIBUTION TO KEY INDICATORS OF THE BUSINESS PLAN: This project addresses the issue of increasing the number of transboundary projects where management frameworks will be established. Although the Caribbean Sea has received management attention, the Gulf of Honduras has not received such focused attention.

RECORD OF ENDORSEMENT ON BEHALF OF THE GOVERNMENT(S):

Carla Barnett, Chief Executive Officer/GEF
Operational Focal Point, Ministry of National
Development of Belize

Date: 3 August 2004

Adrian Juárez Pineda, Environmental National
Coordinator, CONAMA of Guatemala

Date: 25 October 1999

Patricia Panting, Environment and Natural
Resources Minister of Honduras

Date: 19 August 2004

Approved on behalf of the Inter-American Development Bank. This proposal has been prepared in accordance with GEF policies and procedures and meets the standards of the GEF Project Review Criteria for work program inclusion

FINANCING PLAN (US\$)	
GEF PROJECT/COMPONENT	
Project	4,800,000
PDF A	
PDF B	550,000
PDF C	
Subtotal GEF	5,350,000
CO-FINANCING	
IDB	1,500,000
Governments	2,400,000
Others	2,600,000
<i>Sub-Total Co-financing:</i>	6,500,000
<i>Total Project Financing:</i>	11,850,000
FINANCING FOR ASSOCIATED ACTIVITIES IF ANY:	
LEVERAGED RESOURCES IF ANY:	

Janine Ferretti
IA/ExA Coordinator
Date: 8 October 2004

[ORIGINAL SIGNED]

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1. PROJECT RATIONALE, OBJECTIVES, OUTPUTS, AND ACTIVITIES

- 1.1 The **development objective** of this project is to reverse the degradation of the coastal and marine ecosystems within the Gulf of Honduras by enhancing the prevention and control from maritime transport-related pollution in the major ports and navigation lanes, improving navigational safety to avoid groundings and spills, and reducing land-based sources of pollution draining into the Gulf. The Program's **global objective** is the implementation of a regionally coordinated Strategic Action Plan that will result in regional, and by extension global, environmental benefits through protection of international waters, their resources and sustainable use of resources in conformity with the objectives of GEF Operational Program 10 while simultaneously reducing threats to the globally significant Mesoamerican Barrier Reef System (MBRS).
- 1.2 The project is regional and transboundary in nature. It will enable the coastal states responsible for managing the Gulf of Honduras and its basin (Belize, Guatemala and Honduras) to build new and improve on existing regional cooperative frameworks, ensure adherence to international conventions, as well as strengthen national laws, regulations, and management regimes to prevent and reduce existing and potential degradation from pollution which, by its nature, crosses national boundaries. To this end, the project's strategy has several important features: (a) it aims at an integrated tri-national approach to the prevention and control of pollution, addressing priorities both in terms of sources originating in the upper and lower parts of watersheds bordering the Gulf as well as maritime sources (ship-based and port-related). This integration will be achieved in part through the alliance created between maritime administrations, industry, local governments and civil society that will be strengthened by the project in order to develop and lay the foundation for the Strategic Action Plan (SAP); and (b) it is intended to complement the World Bank/GEF/CCAD Project for the Conservation and Sustainable Use of the Mesoamerican Barrier Reef System (MBRS). The project will also contribute to the objectives of the Mesoamerican Sustainable Development Initiative (IMDS) of the Plan Puebla Panama (PPP), which aims at promoting natural resources/sustainable development projects in multinational areas in Mesoamerica and fosters the application of Strategic EIAs to assess and mitigate both direct and indirect impacts of regional/transboundary projects.
- 1.3 In order to achieve its objectives over the five-year period of execution, the project will achieve three closely related incremental outcomes as follows (see Annex B Logical Framework of Project):

INCREMENTAL OUTCOME #1: REGIONAL NETWORK FOR LAND-BASED AND MARINE POLLUTION CONTROL CREATED FOR THE GULF OF HONDURAS. Results will include the entry into effect of formal institutional arrangements for inter-governmental coordination, harmonization of policies, laws and regulations, enhanced technical and managerial capacity and the financial arrangements to ensure sustainability of the tri-national program of action. Adherence to international conventions related to the protection of the global marine environment will also be enhanced.

INCREMENTAL OUTCOME #2: ENHANCED KNOWLEDGE OF THREATS AND ROOT CAUSES FOR THE PROTECTION OF THE MBRS. Results include technical information gaps filled in

understanding the linkages between the Gulf of Honduras and the state of the MBRS and enhanced capacity to monitor key indicators related to water quality (as a basis for early warning of threats).

INCREMENTAL OUTCOME #3: LEVERAGING OF FINANCING FOR ENVIRONMENTAL PROTECTION OF THE GULF OF HONDURAS. Results will include, for example, the identification and introduction of economic incentives for the private sector to contribute to pollution prevention and control, increased international financing directed at priority sources within the Gulf of Honduras basin, the formulation and dissemination of a regionally endorsed SAP and the establishment of a sustainable financing mechanism.

INCREMENTAL OUTCOME #4: REPLICATION AND REGIONAL ADOPTION IN CENTRAL AMERICA OF INNOVATIVE TECHNOLOGIES FOR POLLUTION PREVENTION AND CONTROL BY THE PRIVATE AND PUBLIC SECTORS (INCLUDING LOCAL GOVERNMENTS). Results will include, for example, expanded regional communication networks for navigational safety and surveillance, enhanced capacity for processing of hydrographic data and electronic navigational charts (ENC), pilotage and other operations at sea. The preparation of a Strategic Action Programme (SAP) will be used as an opportunity to build regional interest in establishing a marine electronic highway as an essential tool for marine pollution prevention and control and environmental protection of highly sensitive ecosystems.

- 1.4 *Project monitoring and evaluation indicators* have been selected in a preliminary manner in conformance with the guidance for IW projects. Establishment of the baseline and selection of the definitive set of indicators through consensus are activities that will be supported under Components 1 and 2 with the completion of the TDA. Several categories of indicators have been selected. Regional process indicators include the establishment and documented work of the Management Committee and other committees involved in the program; the endorsement of the TDA and SAP; the entry into effect and application of regional agreements, regional harmonization of regulatory instruments for marine pollution prevention and control; application submitted for the designation of the Gulf of Honduras as a Special Area under MARPOL; and other indicators of improved regional coordination such as the creation of special purpose regional networks for pollution prevention (i.e., port forums). To be defined during the formulation of the SAP, stress reduction indicators are expected to include investments in ship waste receiving and recycling facilities completed; investments in navigational safety measures completed; reduced incidence of marine accidents; slope stabilization and erosion control measures in critical watersheds in place. Environment status indicators consist of a combination of parameters related to the stabilization of coastal and marine water quality (reduced pollutant loads, erosion rates) and the status of coastal and marine habitats (reduced rates of decline in mangrove, seagrass and coral reef sites). Baseline and monitoring data for these indicators will be collected in all three countries and consolidated in the Data and Information Management System Module included in Component 2.

2. COUNTRY OWNERSHIP

A. Country Eligibility

- 2.1 The countries (Belize, Guatemala and Honduras) are eligible under paragraph 9(b) of the Global Environment Facility (GEF) Instrument. The project supports the provisions and is consistent with relevant provisions of regional and global Conventions relating to International Waters and protection of the marine environment such as the International Convention for the Prevention of Pollution from Ships (MARPOL 73/78), the London Convention of the Prevention of Maritime Pollution by Dumping of Waste and other Matters (LDC, 1972), and the Convention for the Prevention of Marine Pollution from Land-based Sources (1978) to which the countries are signatories and/or contracting parties. The project contributes to the implementation of two protocols under effect under the Cartagena Convention: (a) Protocol Concerning Pollution from Land-based Sources and Activities in the Wider Caribbean; and (b) the Protocol Specially Protected Areas and Wildlife – SPAW; Land-based sources of pollution).

B. Country Drivenness

- 2.2 The concept for this project began in the mid-1990's, as the Central American Maritime Transport Commission (COCATRAM), the Trilateral Alliance for the Gulf of Honduras (TRIGOH), and other regional entities recognized the need to focus on marine transport issues to protect at risk ecosystems such as coral barrier reef, seagrass beds, mangroves, and sensitive species. Although the present project has expanded to address land-based activities as well as marine-based, elements of the original concept remain the same.
- 2.3 All three countries and COCATRAM officially approached the IDB in 2000 with a request to finance the preparation of a tri-national initiative for the environmental protection and marine pollution control of the Gulf. The project was included in the official GEF pipeline in 2002 and a PDF B grant approved. Since the outset, all countries have participated actively in the GEF project preparation. Officials representing each one of three countries as well as regional organizations such as COCATRAM and CCAD have been actively involved in framing the project and participating in various project development activities. They have held four regional technical workshops (in San Pedro Sula and Tegucigalpa in Honduras, Guatemala City in Guatemala, and Belize City in Belize), have contributed to the TDA, identified and designed project activities and selected institutional arrangements for execution. This commitment extends to the local civil society organizations and private sector from each country that will be contributing tangible support to the execution of the project.
- 2.4 Further evidence of the three countries' commitment to the protection of the marine environment in the Gulf of Honduras comes from the investments these countries are also making in order to reduce the degradation of the fragile ecosystems in the Gulf of Honduras (see Incremental Cost Analysis in Annex A). However, despite these efforts, the poverty experienced in much of the Gulf's watershed, compounded by relatively high population growth rates, has resulted in the overuse and misuse of the region's terrestrial, coastal and marine resources. The present project will strengthen the three countries'

capacity to address significant environmental problems in the Gulf of Honduras that have both local and global importance.

- 2.5 Finally, it should be noted that the countries in the region support reduction in pollution from port operations and maritime transport, through their support of the Cartagena Convention for the Protection and Development of the Marine Environment of the Wider Caribbean Region and its Protocol Concerning Co-operation in Combating Oil Spills in the Wider Caribbean Region.
- 2.6 Letters of endorsement from the GEF National Focal Point in Belize, Guatemala and Honduras have been received and are included in the submission.

3. PROGRAM AND POLICY CONFORMITY

A. Project Design

- 3.1 This project is fully consistent with the requirements of the GEF Operational Strategy and Operational Program (OP) #10 - International Waters: Contaminant-based Program. Key results of the project meet the intended scope and expected outcomes for OP#10, predominantly in terms of ship-related contaminants, but also in terms of regional technical support. With respect to ship-related contaminants, OP#10 calls for the implementation *“of measures to prevent the transfer of non-indigenous species in ship ballast water, demonstration of new technology to help ships avoid collisions in busy corridors and the implementation of measures to prevent unauthorized releases of contaminants while leveraging private sector investment. The new information technology may discourage releases of oil and non-degradable waste, and provide a means of determining whether ballast water was exchanged in accordance with best practices to prevent transfer of species and to address MARPOL issues. Once barriers to use of the new technology are overcome, efficiency gains and reduced insurance costs may raise the profits of the private sector and some of these profits might contribute to financial sustainability following the end of GEF involvement (para 10.16).”* As presented below, project components and activities are directly related to these aspects of environmental protection. In addition, the project has a strong component aimed at targeted regional capacity building on how to jointly address contaminant problems within the Gulf of Honduras, with COCATRAM, the Central American maritime organization provided the institutional vehicle for technical information sharing and learning among the three countries and within Central America.
- 3.2 The project also is consistent with the recent GEF International Waters Focal Area-Strategic Priorities in Support of WSSD Outcomes for FY 2003-2006. The document lists various priorities, including:
 - o Priority A. Catalyze financial resource mobilization for implementation of reforms and stress reduction measures agreed through TDA-SAP or equivalent processes for particular transboundary systems. This project will develop a full TDA and a regionally endorsed SAP, with broad participation from development banks, private sector, and other principal economic actors to secure financial resources for implementation of reforms.

- o Priority B. Expand global coverage of foundational capacity building addressing the two key program gaps and support for targeted learning. This project includes training and other capacity building measures to expand on the foundational capacity of the Gulf of Honduras region, where capacity issues are at the forefront.
 - o Priority C. Undertake innovative demonstrations for reducing contaminants and addressing water scarcity issues. This project would develop replicable demonstration projects to reduce contaminant loads to the marine environment -- focusing on issues such as shipping safety, port and harbor operations, watershed management, and integrated coastal planning and management.
- 3.3 This project also is consistent with the “Action plan to respond to the recommendations of the Second GEF Assembly, the policy recommendations of the Third Replenishment, the Second Overall Performance Study of the GEF and the World Summit on Sustainable Development” as discussed and agreed at the May 2003 GEF Council Meeting. It is also consistent with the document “Strategic Business Planning: Direction and Targets,” also discussed and agreed at the May 2003 GEF Council Meeting. The following internal specific targets are consistent with the Gulf of Honduras project:
- o Under Strategic Priority IW-2:

By 2006, GEF will have increased by at least one-third the global coverage of representative waterbodies (an additional 9-10) with country-driven, science-based, joint-management programs with GEF assistance. The Gulf of Honduras represents one of the waterbodies that is of widely recognized global significance given its association with the Mesoamerican Barrier Reef System and that is under-represented in terms of both subject matter (marine shipping threats) and geographic scope.
- 3.4 The overall project design consists of four components as follows¹:
- **Component 1: Building the regional capacity for maritime and land-based prevention and pollution control in Central America**, including the establishment of regional institutional arrangements for coordinated pollution prevention and control in the Gulf of Honduras, regional information networks and learning mechanisms to share experiences in Central America, technical assistance for legal and regulatory reforms including those required to implement international conventions, a regional communication strategy, development and initial implementation of economic and financial instruments for financing regional maritime pollution monitoring, prevention and control, and implementation of a strategic monitoring framework.
 - **Component 2: Building the information base and developing a Strategic Action Programme for the Gulf of Honduras**, acquisition and incorporation of data to the Regional Environmental Information Module designed to complement the system set up by the MBRS; completion of the TDA including an updated assessment of the relative importance of sources of marine pollution in the Gulf,

¹ See IDB Project Document for a complete description of activities.

the identification of 'hot spots' in terms of land-based point and non-point sources, and the delimitation of highly sensitive areas in accordance with the protocols of the Cartagena Convention; and preparation, negotiation and endorsement of the SAP.

- **Component 3: Enhancing navigational safety in shipping lanes**, with activities focusing on improving hydrographic and oceanographic cooperation in the region in order to prevent and prepare for potential grounding and spills related to shipping operations. Included in this component are: navigational risk assessments of major shipping lanes; risk reduction measures; technical assistance and capacity building in hydrographic data processing, inspection, pilotage and other operations at sea; and two demonstration projects related to innovative technologies for reducing chronic pollution and the prevention of accidents.
- **Component 4: Improving environmental management in the regional network of five ports within the Gulf of Honduras**, including risk assessment of port operations; technical assistance and workshops for the harmonization of policies, and regulations and guidelines for port environmental management; the establishment of a port users' forum on marine pollution (land-based and shipping related) and three projects demonstrating the economic benefits of innovative environmental management technologies aimed at reducing both land-based and port-related pollution and spills.

3.5 These four components offer the greatest potential benefits in terms of environmental protection from both national and transboundary perspectives over the five year duration of the project. Through these components, the project will improve coordination and harmonize regional approaches in the Gulf of Honduras, which is part of the overall Caribbean basin (covered by the framework Cartagena Convention). Included in these components are co-financed incremental activities in land use planning, environmental monitoring, capacity building for pollution prevention and reduction of contaminant loads from land-based sources of pollution (see below).

B. Sustainability

3.6 Sustainability of the project was examined from the institutional and financial standpoints. To date, successful examples of permanent regional institutional arrangements for environmental protection of the Gulf of Honduras are few, with the alliance formed by TRIGOH being a working model upon which the project can build. During the several regional workshops and meetings held during the PDF-B process, the three countries have shown a great sense of commitment to cooperation. This was evident in their full endorsement of the institutional arrangement for the project as a more strategic regional coordination framework, promoting partnerships between governments at the central and local levels, ports, industry and civil society. The degree to which each sector continues to have ownership of the project represents a basis for sustainability. This sustainability is enhanced by the deliberate inclusion of all major stakeholders in all aspects of project implementation, the emphasis on economic incentives for working towards project objectives, and the success of the planned public awareness interventions.

3.7 Another important intervention, one that addresses the critical issue of financial sustainability of the project, will be the establishment of a financing scheme in

cooperation with the private sector and port authorities. During project preparation, potential approaches that the countries in the region should consider to provide financing for SAP activities over the longer term were identified and discussed. Some of these include:

- a. Fees for port services, such as treatment of oily bilge water and garbage disposal.
 - b. Port fees directly levied to support SAP activities. This could be based on a per boat basis or on cargo tonnage, with the fee depending upon the potential toxicity of the cargo.
 - c. Fees collected from cruise ship tourists.
 - d. Reimbursements in the event of accidents. Money not used in the spill cleanup could be used for SAP activities, such as those related to spill prevention.
 - e. Partnerships with in-kind and monetary contributions from private, non-governmental and international entities.
- 3.8 During the implementation of the full project, these financing arrangements will be further analyzed in order to support regional maritime pollution monitoring, control and prevention, to contribute to the financial sustainability of the program

C. Replicability

- 3.9 One key intervention contributing to sustainability will be the demonstration projects and their replicability throughout the Gulf of Honduras and Central America. As such, one of the key criteria for demonstration project funding is a clear definition within the proposal of the potential for replicability of the lessons learned and the best practices developed from the demonstration project. Replicability is greatly enhanced through the involvement of regional maritime organizations such as COCATRAM. COCATRAM is committed to promote sharing of lessons learned and best practices developed from this project through its regional network of coastal states in Central America. It has selected the Gulf of Honduras project as a pilot initiative for regional frameworks in marine pollution prevention.
- 3.10 In a similar manner, the project's strong link through CCAD with the Mesoamerican Initiative for Sustainable Development under the PPP (see project document) will promote replication of environmental norms, standards and policies for regional marine pollution prevention in Central America.
- 3.11 The Gulf of Honduras project will join the network of GEF IW projects that will build the capacity of GEF IW projects through the on-going exchange of experiences active learning in the recently approved Full-Sized Project (FSP) for IW:LEARN.

D. Stakeholder Involvement

- 3.12 Stakeholders have been actively involved in the development of this proposal. A Regional Stakeholders Advisory Committee was created, thus providing representation from a variety of governmental, non-governmental and private sector stakeholders who participated in four regional workshops for building consensus on priorities and provided significant input in the development of the Preliminary TDA and the project proposal. Stakeholder participation included representatives from government agencies such as the

merchant marines, national port authorities, ministries of environment, finance, and tourism institute; non-governmental organizations such as TRIGOH and its individual member organizations; representatives from the private sector such as the Guatemala Banana Company (COBIGUA); and representatives from other projects in the region such as the MBRS and PROARCA. More than 60 representatives attended four regional public meetings held in each of the three countries participating in the project. Information was also disseminated broadly through a project website currently administered by COCATRAM.

- 3.13 The intensive process of stakeholder involvement that took place during project preparation will continue throughout implementation (see Public Involvement Plan Summary in Annex E). The regional institutional arrangements for project execution were selected to ensure broad representation of all interests, public and private, key planning, monitoring and decision structures such as the Steering, Management and the ports' forum for marine pollution prevention. The various demonstration projects will all have activities designed to actively engage stakeholders. The project itself has a Component (1.2) of approximately US\$1 Million focused on stakeholder involvement and public participation. Moreover, nearly each element of the project has specific stakeholder-oriented activities. Stakeholders will be directly involved in public outreach, demonstration projects, TDA and SAP development, and other phases of the project.

E. Monitoring and Evaluation

- 3.14 Monitoring and evaluation for the project encompass a series of linked activities that include reporting and supervision by the PCU, monitoring through the Project Steering and Management Committees, annual and Quarterly Project Reports prepared by the PCU, annual review missions by the Bank, a mid-term tri-partite evaluation, and a final project evaluation. Monitoring and evaluation will rely on the Logical Framework developed in consultation with stakeholders, including clear process, stress reduction and environment status indicators (see paragraph 1.4 of this summary).

4. FINANCIAL MODALITY AND COST EFFECTIVENESS

- 4.1 Taking into account all contributions, the GEF alternative amounts to US\$57,519,000. The difference between the GEF alternative and the baseline amounts to US\$11,300,000 which represents the incremental cost of achieving sustainable global benefits. The requested GEF grant contribution for the incremental cost is US\$4,800,000 excluding the PDF-B resources. Additional co-financing of US\$6,500,000 from the IDB and other institutions, such as the national governments, USAID, MACHC, IMO, COCATRAM and the private sector, will provide the remaining funds required to meet the incremental costs (see Annex A incremental Cost Annex). Co-financing commitments have been confirmed from these agencies.

5. INSTITUTIONAL COORDINATION AND SUPPORT

A. Core Commitments and Linkages

- 5.1 IDB is supporting a wide range of environmental initiatives in Central America that complements activities scheduled under this project. Annex H lists nearly two dozen

projects financed by the IDB with components aimed at environmental protection with incidence in the Gulf of Honduras region. These have direct linkages to the present project. In addition, the IDB is actively promoting and supporting the IMDS which forms a key element of the institution's core strategy for regional integration of Central America through the PPP. With support from the IDB, a strategic framework for the IMDS has been developed, including a policy on mainstreaming environment into all the PPP sectors and an Action Plan to guide fund-raising efforts, mainstream environmental considerations in the PPP, develop priority transboundary sustainable development programs and promote the application of environmental safeguards and instruments (including Strategic Environmental Assessment). The IDB is currently preparing various technical cooperations to further support the implementation of the IMDS Action Plan. In addition, the project offers opportunities to strengthen governance structures for marine environmental protection and, as such, is consistent with the Bank's Strategy for Environment and its coastal and marine resources management strategy².

- 5.2 Core commitments to the Gulf of Honduras have also been made by several agencies that have formed partnerships with this Project. For example, U.S. AID is providing nearly US\$10 million in funding for a major project in the Mesoamerican Biological Corridor – PROARCA, with one of the target sites being the Gulf of Honduras. COCATRAM is also actively involved in this project has made linkages with these various projects to leverage the resources associated with this request.

B. Consultation, Coordination and Collaboration between IAs, and IAs and ExAs, if appropriate

- 5.3 During the preparation of this project, the IDB consulted and discussed with IAs responsible for other GEF-financed projects within the Project Area. Special emphasis was placed on collaboration and avoiding duplication with the World Bank/GEF/CCAD project, Conservation and Sustainable Use of the Mesoamerican Barrier Reef (MBRS). From the outset, the Gulf of Honduras project was conceived as a complement to the MBRS project. Officials from the MBRS project participated in the workshops held during preparation as well meetings on specific themes such as monitoring. Features have been included in the institutional arrangements for execution, such as representation in the Steering Committee and participation in the mid-term evaluation, to ensure coordination and close collaboration during the five year duration of the project. As a regional institution involved in both projects, CCAD will also play a key role in coordination between the two projects.

C. Project Implementation Arrangement

- 5.4 The project will be implemented by the IDB. The Regional Executing Agency (REA) for the Project will be COCATRAM in coordination with CCAD. The REA will be responsible to the IDB for project oversight and administration in the region. The details of coordination between COCATRAM and CCAD are the subject of a Memorandum of Understanding that was signed 27 July 2004 for the specific purposes of coordination in the implementation of this project. COCATRAM will establish a Regional Project Coordination Unit (RPCU) responsible for execution in the Project Area over a 5-year

² Coastal and Marine Resources Management in Latin America and the Caribbean, IDB 1998.

duration period. COCATRAM will hire a Project Director to head the PCU and to report to the REA. The project itself will be governed by a Steering Committee consisting of designated officials of the three riparian countries as well as CCAD, COCATRAM and the IDB. A Management Committee comprised of mid-level decisions makers in port operations, national and local governments, private sector organizations, NGOs, regional maritime organizations, academic institutions and others will be established to build consensus and participate in project activities such as the demonstrations and the regional information networks. Finally, each country will have national coordination working groups to assure broad intersectoral coordination and broad government stakeholder participation.

Required Annexes:

- Annex A. Incremental Cost Annex
- Annex B. Logframe Matrix
- Annex C. STAP Roster Technical Review
- Annex C1. Implementing Agency Response to STAP/IA Comments

Optional Annexes:

- Annex D Preliminary Transboundary Diagnostic Analysis
Preliminary analysis of the transboundary environmental issues facing the Gulf of Honduras. (Separate document.)
- Annex E Public Participation and Awareness Plan Summary
Summary of how various Stakeholders will be involved in the Gulf of Honduras, including governance, management, and implementation, along with reference to the major Objectives/Components where their participation is identified.
- Annex F Copies of GEF Operational Focal Point Endorsement Letters
- Annex G Sustainable Financing Plan
- Annex H Projects Financed by the IADB
- Annex I Signed MOU – COCATRAM-CCAD